

The current requirements for selection and monitoring effectiveness for Hazard Elimination Projects is the same as for Highway-rail grade crossings. Rail crossings are not as complexed to monitor and with the assistance of the FRA can be easily prioritized statewide. The FRA supplies DOT's with the priority list based on accident data from the railroad and ADT information from the DOT's. A procedure to measure effectiveness of Hazard Elimination Projects is crucial, but the prioritizing of the projects is not as clean cut as rail crossings. The language in the document implies that both programs can be set-up similarly which is not totally correct. The Highway Safety Improvement Programs are useful but the current requirements can be difficult to follow and increase the potential for inconsistent application from State to State.